EARLY ENGLISH DOORWAY, WEST WALTON CHURCH, NORFOLK.

In the flat district between Lynn and Wisbech are situated several villages, which have remarkably fine churches of various characters and ages. The lover of ecclesiology will find a rich treat in the examination of them. They are very large, and present in their varied forms much that is very admirable.

Walsoken is a fine specimen of Norman Transition; West Walton, a magnificent Early English church, with detached campanile; Tourington St. Clements, a large cross church, decorated, with very extensive perpendicular alterations, and a detached tower at the west end; and, lastly, Walpole St. Peter's, a most elegant Perpendicular church, remarkable for its beauty, and the elevation of its altar on nine steps. The particular object, however, of this letter is to explain the drawing that accompanies it of a door of extraordinary beauty, and which may be called a discovery of the rector of West Walton church, three miles from Wisbech. It is the western door. It seems originally to have been admirably designed, and carried out with all the care and cost that has often been expended upon our larger churches. The western end of the church consisted formerly of this fine door, and probably a large window of two divisions, and a quatrefoil in the head of it, over it, and between two octagonal towers, ornamented with arcades, and finished with spires. At either side were small low aisles, which, having been much raised and extended, have much injured the general effect, and totally destroyed the architect's design. The angular turrets seem to have sunk eastward; and two very large buttresses, 4 feet think and 10 feet deep, were placed against them to prevent their falling. This, a sufficiently miserable expedient to save rebuilding, led to other and worse consequences: a lean-to roof was placed over the door, and the ends of the buttresses bricked up, and thus a wretched damp room was created in the place of the splendid portal. A ceiling being added internally, cut off much of the upper portion of the arch: the piers at the sides were bricked round: the centre was deprived of its shaft and arches: the whole was bricked up from the church: the pavement was raised; and, lastly, the parish children were placed in it, and it was used as a school for years. Fresh injuries took place in consequence. One buttress was hollowed out for a coal-hole, another pierced for a chimney, and thus the very safeguards of the edifice were endangered. Much of this has already been restored by the munificence of a gentleman in the neighbourhood (D. Gurney, Esq., of Runcton Hall, Lynn), and this exquisite design once more brought to light. The accompanying drawing (p. 123) will, I trust, plead my apology for seeking to place it in a work where it will be appreciated, and induce your readers to visit a church most worthy, in every part, of the study of the lover of English Church Architecture.*

Fig. 2 shows the plan of the porch: A, is the base moulding; B, the arch-mould; C, D, &c., other details. W. L.

* The centre column should be a quatrefoil, and not a single column, as represented. It has been restored with a single column through want of information at the time, but is evidently not correct.

THE MARBLE ARCH; AND A FEW QUESTIONS.

Sir,—So far from agreeing with you as to the propriety of now dropping the subject of the "Marble Arch," I think it is what ought to be kept forcibly in view. If the time for remonstrance be past, not so that for reproach; and although reproach cannot undo the mischief which is now being committed, it may deter from similar offences in future, by convincing people in office that official power does not secure them impunity for their errors or their obstinacy.

It is not particularly surprising that matters of the kind should be managed in the arbitrary and irresponsible manner, and with the indecent precipitation, they now frequently are, when the animadversion they incur is so short-lived that it amounts to no more than a little "flash-in-the-pan" grumbling. If public opinion in such matters would be respected and treated with deference, it should show itself more firm and energetic, and take things far less quietly than it now does.

With regard to the "Marble Arch," one or two questions arise, to answer which at all satisfactorily would, perhaps, perplex the noble lord who has the credit of having fixed upon the new site for it. Had he duly taken into consideration the various suggestions made from time to time for other sites, almost any one of which would have been greatly preferable to the one now actually pitched upon? If he really did do so, why have we not been apprised to that effect, and informed on what grounds every one of them was objected to? Or are we to suppose that neither his lordship himself, nor any one about him, was at all aware that any suggestions of the kind had been made, nor having even so much as inquired whether such were the case or not? Another somewhat disagreeable question is: was the site [illegible] after the length of time that the removal of the arch from the front of the palace was foreseen as indispensable—determined upon only at the very last moment, and the public informed that it was actually impossible to give another warning of it than that afforded by the preparations for re-erecting the structure? If such were really the case, the precipitation may very well account for the blundering, but what is to account for the precipitation? Not at all more satisfactory do it, if we suppose that the choice of a site was not a hasty one, but deliberately given, the result of deliberate and careful consideration; for the question then is, wherefore have we not been properly informed that such has been the case? and why should there be so much objection to any thing being laid open to criticism of any and every kind, when those of the greatest importance to the country at large are daily disclosed—perhaps more completely than would be desirable—to be canvassed and commented upon? With this last question in my head one, I am, Sir, yours, &c.

Bath.

NOTES OF RECONSTRUCTION IN IRELAND.

The Board of Guardians of the Cashel Union have decided upon erecting an additional building to the male side of the workhouse, and are prepared to receive tenders for the execution of the works, according to the plans prepared by the Poor Law Commissioners. Architect, Mr. Wilkinson.

A new Roman Catholic church is being erected at Ennis, and funds being required for the completion of the work, a subscription list has been opened.

The Drainage Commissioners have sent down a presentment for Ennis Assizes of 135*l.*, the amount required for the reconstruction of four bridges in that locality.

A presentment of 1,400*l.* will also be made at the Ennis Assizes for the enclosure of the new court-house.

A new Roman Catholic church is about being erected at Irishtown, county Dublin, and plans have been prepared for same.

The works at the Mullingar Lunatic Asylum, which is now being erected by the Commissioners of Public Works,—Mr. Mulvany, architect,—are progressing. The corridor and cell walls of west wing are raised some feet above the level of first story, and the plinth course is set on front of centre or entrance building, which contains the master's and matron's apartments, offices, &c. Mr. John Smith is the contractor.

The Midland Great Western Railway Company intend erecting the following stations on the extension line to Galway:—Castletown, Moate, Woodlawn, Athenry, and Oranmore, each of which will contain the necessary booking offices, waiting-rooms, and station-master's apartments, and the probable cost of their erection will be 600*l.* each.

A new station is also to be erected at Ballinasloe by the same company, and the accommodation will be more extensive than in those above specified. The total length will be about 84 ft. 6 in., and the principal story will contain the following apartments:—A porch, 11 ft. by 9 ft., communicating with ticket-office, 14 ft. 10 in. by 9 ft.; first and second-class waiting-room, 96 ft. 10 in. by 13 ft., which is entered from platform by doors 4 ft. 6 in. wide; third-class waiting-room, 20 ft. by 13 ft.; ladies' room, 13 ft. by 14 ft.; porters' and master's entrances, urinals, &c. The basement story contains apartments for the station-master, consisting of a parlour, bed-room, and kitchen, 15 ft. by 9 ft. 10 in. each; also a porters' day-room of same dimensions, tank-man's rooms, lamp-room, stores, &c. The front elevation consists of a central porch, with flat arched opening, 7 ft. wide by 3 ft. 9 in. high, surmounted by a gable, with oriel window in centre, which lights porters' bed-room. At either side of this porch are diverging passages (4 ft. 6 in. wide, leading to waiting-rooms), with windows therein 3 ft. 6 in. wide, and 4 ft. 3 in. high, divided into two compartments. The waiting-rooms are lighted by windows 5 ft. 3 in. wide, by 5 ft. 6 in. high, divided into three bays: a balustrade, 3 ft. 6 in. high, encloses front and sides. The cost of erecting this station will be about 1,500*l.* Messrs. Cockburn and Son, of Dublin, are the builders. Mr. Burgess, the contractor for the works on the extension line, has entered into an agreement with the company to have the line open to Galway on the 1st of August, and the works are being executed with all possible expedition.

A new town-hall is to be erected at Cork, and tenders are being received for a suitable site.

MR. MARSHALL'S DIORAMA OF A TOUR THROUGH EUROPE.

This diorama painted by Mr. Charles Marshall, assisted by Messrs. J. M. Wright, Dukes, Evans, and Andrews, and which has been opened at her Majesty's Concert-room, Haymarket, represents an enormous extent of country—Hamburg, Berlin, Vienna, Pesth, Constantinople; then Rome, Venice, Milan, and the Rhine country, are all included and made prominent resting-places. Without, perhaps, fully equalling the expectations we had formed, from knowledge of Mr. Marshall's fine efforts on the stage of her Majesty's theatre, it is a beautiful and interesting work, and should be visited by all. The Walhalla by moonlight, the Ducal Palace and Library at Venice, the Snow Storm, the gradual appearance of Mont Blanc, the *Mer de Glace*, and the Pfalz, on the Rhine, may be more especially praised. We would suggest the introduction of means to prevent the necessity for drawing the curtain so often, and increased attention to the lighting, on which much depends. It is a work of immense labour, and eminently deserves,—what we have no doubt will be given to it—the crowding support of the public.

RAILWAYS IN EGYPT.

Mr. Aston Key has published "A few Suggestions on the Formation of Railways in Egypt." He says,—"The idea of establishing a line of railway communication in Egypt is by no means novel. Some years ago, with a view to facilitate the transit through that country, the route now used by the overland passengers to India, between Cairo and Suez, was adopted; and the scheme was so far carried out, that the rails were actually imported, and still lie unused. For here the project dropped: the French had sufficient influence in Egypt to persuade the then Pasha that such a line was only for the interest of the English, and the furtherance of their designs in the East. That such a man as the late Viceroy of Egypt, Muhammed Ali, should have been so influenced, is indeed suprising; but Moslem prejudice assisted French intrigue. While, however, a project (which implied a passage through Egypt independent of the local government) was necessarily obnoxious, not only to these rulers, but also to the French interest, the undertaking which it is the object of these pages to promote, is one which, while it offers mercantile advantages to the European, infinitely superior to any the Cairo and Suez line possesses, is yet sufficiently under the control of the Egyptian Government to render any

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